

Fitzhugh Lee.
An ex-confederate soldier now living in New York, said this morning: "When I first knew Fitz Lee he was lieutenant colonel of the 1st regiment of Virginia cavalry, in which I held the position of private. Stuart, familiarly known as 'Jeb,' and to his intimates as 'Beanty Stuart,' was colonel of the regiment. After the battle of Bull Run, Stuart wanted to ride into Washington, as he always maintained he could have done, at the head of his regiment. Disappointed in that, he pushed his outposts as near to the gates of Washington as his superior officers would let him, and from that time onward he was almost never in the camp of his regiment. He lived on Mason's and Munson's Hills, leaving Fitz Lee in charge of the camp and Fitz, or 'Little Fitz,' as he was called, was quite as restless, and as much disposed to live at the front as Stuart himself was. It was Fitz's practice to take all the men who were able to sit up and go on a scouting expedition in front of Stuart's lines leaving the camp in charge of the haphazard and the sore-backed horses. The chaplain, Captain Ball, was as belligerent as either of his superiors. It was his practice to mount all the sick men on the sore-backed horses and spend his Sundays hunting for something to fight in front of Fitz Lee's scouting parties. "Stuart was then made a brigadier general, and Fitz Lee succeeded him as colonel. Thereupon Captain Ball said to Capt. Ball: 'You are about the worst chaplain I ever knew, but you are an uncommonly good fighter. I think I'll make you a major on my staff, and give you military instead of ecclesiastical functions.' Fitz Lee, as soon as he had the regiment in his own hands, was not long in winning a brigade for himself. I remember he said to us, when he got his promotion, that the First regiment of Virginia cavalry was a brigadier general cavalry. 'Nobody,' said he, 'could command you boys for two months without becoming a general or a corpse.' He was restlessly active and vigilant to a degree rarely equalled. He seemed to rejoice in a fight for his own sake, and I think he and Stuart did as much as anybody else to help McClellan in his difficult task of restoring the steadiness and morals of the army of the Potomac. "I have one very vivid recollection of Fitz Lee. He led a party of us one day on a scouting expedition, and we attacked a strong picket post within sight of a federal camp. No sooner had we ridden through the picket than a body of federal cavalry dashed out from the camp to attack. My horse was killed under me in the first assault, and when the recall sounded I was on foot with the scattered picket guards all around. Then Fitz Lee, who was the last to come out, as he had been the first to go in, saw me just in time, held out his hand and extended his foot as he galloped by. I grasped his hand, placed my foot on his, and with the strength of a donkey engine he swung me up to his crupper and carried me out of danger. Naturally I have had a kindly feeling for Fitz Lee ever since that August morning. I do not know what cast of politician or statesman he is, but I do know he is a gallant soldier, a brave man and a thoroughly good fellow."—N. Y. Commercial Advertiser July 30.

Country Roads.
If there is any one thing in which the farmer is deeply and largely interested, it is the roads over which he is compelled to travel. Over these he must transport the produce of his farm to market, travel to the Post office, and wherever and whenever his business calls him. If these are in good condition, it is well; but if they are in bad condition, the liability of breakage of vehicles, or wear and tear of vehicles, horses, etc., is something annoying beyond endurance almost. As the population of the country is continually tending toward the great business centers, and so gradually becoming less and less, the burden of the repair of public highways in the manner that they should be is becoming so heavy that there is a disposition to get along about as easy as can be for the time being; and it is a fact, much as it is to be regretted, that in many sections, especially in those sections that are hilly and rough, that the roads are not up to the proper standard of excellence. The cause for this state of things are numerous. First, the location of many roads was faulty, going over hills and across valleys when there was little occasion for it; as a consequence, with steep grades, and only the loose material of which roads are usually formed, they continue to wash and leave exposed the loose stones and boulders that were more deeply imbedded in the soil. This is an inevitable result upon New England hills.

In the next place, as the burden of the construction of country roads rests upon its population, which is small, it is the common practice to cause it to be done in the most economical manner, without regard to durability. This must be so from necessity, because the entire property of the country would be insufficient to build a durable road. Again, the business centers are now connected by other means of transport than by ordinary modes of teaming, so those who dwell in cities and large villages are less interested in the character of roads than when they were obliged to go across the country from place to place by means of the old-fashioned turnpike stage coach. In those days the payment of tolls added in the matter of repairs, and the less important roads only were a burden upon the towns for repairs.

The question of the maintenance of public highways is one that will soon demand careful consideration because of the tendency of population to centralize in the large towns, and so leaving the small towns growing continually weaker and weaker, both as regards population and wealth; but complete as the

network of railroads may seem to be, there must always be ways provided for reaching the station by means of the country roads. Common roads are a public benefit, and there would seem to exist no very serious reason why the whole public should not be obliged to aid in their construction and repair, the same as in all other matters of public interest. The entire public is taxed for the erection and maintenance of all classes of public buildings, and why not roads the same? These thoughts are suggested in view of the general condition of roads as they exist. The agricultural sections must be encouraged or else a decline in posterity will be inevitable.—Prof. Yoemans, in Boston Globe.

Farm and Garden Notes.
About 100 bushels of wood ashes per acre are a fair proportion to apply on light soils.

The best stock-water is that of living springs, the next, that of running streams. Fully equal to these save in the exception of hardness, is the water of wells, free from surface drainage. The worst water is that of slack streams, and especially stagnant ponds.

Celery is a vegetable that drinks constantly. If thirst is not quenched the stalks grow tough and hollow stemmed. Keep the plants growing from the time they appear above ground in the seed bed. Transplant them to rich soil—give them water as often as they need it, and give it in abundance, and you will have tender, plump celery.

An Indiana farmer says he has had uniform success since he has adopted the plan of sowing clover in wheat after the wheat has been a growth of not less than six inches and from this time until it is ten inches high. He harrows the wheat with a light harrow, the teeth slanting back; then sows the clover, following with half a bushel of plaster per acre.

Fowls should be given the fullest possible range in summer to insure health. Birds naturally require a large amount of air and are constantly alert and in motion. This is especially true of granivorous birds, to which class farm fowls belong. Therefore let the fowls roost out of doors in summer. Cleanse, fumigate and keep ventilated the winter quarters and they will again take kindly to them when the proper season arrives.

In keeping a horse fat there is as much in the driver as in the feed. A horse well curried and rubbed with a woolen rag afterwards is sure to make a sleek coat horse, and when well groomed, is, we may say half fed. A cross and nervous driver will fill the horse with fear and dread and will rapidly run his horse down. Use any animal kindly. Always be firm and make it mild, but never get excited. A cool-headed driver makes a long-headed horse.

The Home of Our President.
The White House covers about one-third of an acre and it has cost up to the present time about \$2,000,000. It is modeled after a castle in Dublin, and the architect, who was a South Carolina man named Hoban, got \$500 for drawing the plans. When it was first built, away back in the nineties, it cost \$300,000, but the British burned out its inside, and its cost has since added to that sum about \$1,700,000. In it all the Presidents since Washington have lived and each has added to its beauties and its expenses. John Adams bought the first billiard table which was used in it. But in John Adams' time it was only half furnished, and Abigail Adams used to dry her clothes in the big East room. Year by year however, the furnishing has gone on until now it is a sort of museum of art and beauty.

Mother's Stand by their Sons.
"Mothers stand by the prisoners the best," said the warden of Sing Sing, in a denigratory talk. "No matter what the son has been the mother never forgets him, and every two months when he is allowed to see her for a little while she is sure to be here with some fruit or delicacy to remind him of her love. Wives are usually devoted for a short time, but if they are young and pretty, and their husbands are in for long terms, they usually drift away after a few visits. Fathers seldom or never come here, for a father is the last one to forgive the disgrace which the son has brought upon him. This is but another illustration of the undying nature of mother's love."

The New Version Revised.
"I don't like the new version of the Old Testament," said Smith; "particularly passages in Isaiah." "What's the matter with it?" asked Mrs. Smith. "It doesn't render it correctly. For instance, take this passage: 'He was afflicted, yet he opened not his mouth.' That is incorrect." "Well, John, how should it read?" "Why, it should read: 'He was afflicted because he could not make his wife shut her mouth.'"

Hostilities began immediately. A woman cured her husband of staying out late at night by going to the door when he came home, and whispering through the keyhole, "Is that you, Willie?" Her husband's name is John, and he stays at home every night now.

Two tramps stopped at the house of a lone widow and one went in to beg. Very soon he came out with a bloody nose and a black eye. "Did you get anything, Jack?" "Yes," growled the sufferer. "I've got the widows' might."

Mamma: Don't you think Emma, you are getting a little too old to be playing with the boys so much?" Emma: "I know it, but the older I get the better I like 'em."

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